



DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

TRANSPORTATION PLANNING COMMITTEE MEETING
Thursday, February 22, 2024 at 5:30 pm
AGENDA

THE MEETING CAN BE ACCESSED AT <https://tinyurl.com/LVPC2024> OR VIA PHONE 610-477-5793 Conf ID: 928 251 831#.

Roll Call

Courtesy of the Floor

Old Business:

1. *ACTION ITEM*: Transportation Committee Chair and Vice Chair Nominations and Election (BB)
2. *ACTION ITEM*: Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization (SM, SN, BB)
3. *INFORMATION ITEM*: 2025-2028 Transportation Improvement Program Update (PO)
4. *INFORMATION ITEM*: Transportation Alternatives Set-Aside + Multimodal Transportation Fund Projects Status Updates (BD)
5. *INFORMATION ITEM*: Monthly Status Reports:
 - Traffic Monitoring Report (BH)
 - Lehigh Valley Passenger Rail Analysis (BB)
 - Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan (PO)

New Business:

1. *ACTION ITEM*: Street Vacation Petition Review, Type Street, City of Allentown (BH)

Adjournment

Next Transportation Committee Meeting:
March 28, 2024 at 5:30 pm



Lehigh Valley Planning Commission

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Planning for the Future of Lehigh and Northampton Counties at 961 Marcon Blvd., Ste 310, Allentown, PA 18109 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

MEMORANDUM

DATE: February 13, 2024
TO: Lehigh Valley Planning Commission and Lehigh Valley Transportation Study
FROM: Steve Neratko, Chief Planner
CC: Staff
REGARDING: Draft Priority Climate Action Plan Internal Consistency Review

INTRODUCTION

As part of regular processes when developing organizational plans and/or policies and considering them for adoption, LVPC staff not involved in the development of the plan and/or policy conduct an internal review of consistency against the bi-county comprehensive plan, *FutureLV: The Regional Plan*, and other related LVPC and LVTS plans and documents. LVPC staff have conducted a review of the Draft LVPC Priority Climate Action Plan against *FutureLV*, *Walk/Roll-LV: Active Transportation Plan*, *Moving LANTA Forward* and the *LANTA Enhanced BRT Strategy*.

REVIEW

The draft Priority Climate Action Plan (PCAP) makes several direct connections to other LVPC plans and documents, particularly *FutureLV: The Regional Plan* and the *Walk/Roll-LV: Active Transportation Plan*. Considerations for equity and the impact of measures on low-income and disadvantaged communities are woven throughout the document, which serves to equitably invest transportation resources, improve health outcomes, and increase access to opportunities for low-income communities, communities of color, and communities experiencing the greatest environmental impacts as a result of climate change (of Policy 2.6).

The PCAP outlines six priority greenhouse gas (GHG) reduction measures specifically intended for transportation decarbonization. Decarbonizing transportation supports a key objective of *FutureLV: The Regional Plan* to reduce greenhouse gas emissions, and each of the proposed measures serves to improve regional air quality and mitigate impacts of climate change (of Policies 3.2 and 3.4). Each proposed measure also fulfills additional aspects of *FutureLV* and supporting documents:

Measure 1: Implementing priority Bicycle Commuting Corridors and Catalytic Projects and Priority Sidewalk Gaps as proposed in Walk/Roll-LV.

Providing the opportunity for non-automobile travel modes reduces the amount of greenhouse gas emissions from vehicles while also establishing mixed-transportation corridors (Policy 1.2, 2.1), improving connections between mass transit and walk/roll infrastructure (of Policy 2.3),

expanding access to education and job training (of Policy 4.1) and improving mixed-transportation access to areas with high or growing employment opportunities (of Policy 4.3).

Prioritizing alternative modes of transportation also strengthens sidewalk, bike route and trail infrastructure (of Policy 5.3), ensures transportation accessibility for all persons (of Policy 5.2) and supports reducing bicycle and pedestrian fatalities towards zero (of Policy 5.1).

Measure 1 also serves to implement the *Walk/Roll-LV: Active Transportation Plan* by directly referencing projects and recommendations outlined within the Plan.

Measure 2: Increasing transit ridership above current levels in the Lehigh Valley.

Land use and public transportation are directly impacted by each other. The LVPC and Lehigh and Northampton Transportation Authority (LANTA) are in a memorandum of understanding that ensures both are able to work toward meeting the goals of *FutureLV* as well as the goals of the LANTA Regional Public Transportation Development Plan, *Moving LANTA Forward*.

Increasing transit ridership encourages enhanced transit connections to improve mobility and job access (Policy 2.3), improves mixed-transportation access to areas with high or growing employment opportunities (of Policy 4.3), ensures transportation accessibility for all persons, integrates mixed-transportation into public space design and improves connections between bus stops and pedestrian and bicycle infrastructure (of Policy 5.2). Additionally, this aligns with the LANTA Enhanced Bus BRT Study, which identifies benefits to current riders and expanding transit ridership as goals of the Enhanced Bus Service in the Lehigh Valley.

Measure 3: Increasing deployment of alternative fuel vehicles (AFVs) of all types in the region from 2022 baseline figures.

Transitioning to vehicles with clean and sustainable fuel options is imperative to reducing transportation emissions and aligns with the intent of *FutureLV* to advance deployment of alternative fueling infrastructure (of Policy 2.5). While supporting all types of AFV's is a commendable goal, the lack of standardization within the industry causes increasing costs, as a number of different technologies may need to be supported.

Measure 4: Increasing the number and geographic distribution of alternative fueling stations in the region.

Increasing deployment of AFVs requires adequate infrastructure to support transition across the region. A significant transition to AFV's would require a substantial number of new alternative fueling stations, either at home or open to the public, particularly as EV plug standardization is still an ongoing concern. Increasing the opportunity to efficiently refuel AFV's is imperative expanding their adoption. Overall, this measure supports the advancement of autonomous, artificial intelligence, and alternative-fueled vehicle technologies (of Policy 2.5), furthers renewable energy and diversification of sources (of Policy 3.4), incorporates environmentally sensitive transportation technologies (of Policy 3.4), expands equitable access to technology (of Policy 4.3) and coordinates infrastructure investments that support Centers and Corridors (of Policy 4.6).

Measure 5: Reimagining and retrofitting major transportation corridors, including Route 22, Route 33, Interstate 78 (I-78) and Interstate 476 (I-476 Northeast Extension of the Pennsylvania Turnpike) to include additional green spaces, enhanced native and non-

invasive landscaping and tree canopy and nature-based stormwater management practices.

Mitigating the impacts of climate change involves the development of more resilient infrastructure (*FutureLV* Climate Change Special Section) and will require creative solutions to mitigate growing traditional transportation impacts. Retrofitting major transportation corridors with green spaces will serve to incorporate resiliency into planning and design (of Policy 5.1) and improve access to green spaces that improve one’s physical and mental health and wellbeing (of Policy 5.3). This measure would protect the quality and quantity of surface water and groundwater (of Policy 3.2) and utilizing native, climate-adaptive and carbon-sequestering landscaping (of Policy 3.4). Utilizing native plants along heavily visited corridors will help to strengthen the awareness of their use. Additionally, greening transportation corridors supports actions of the Lehigh County and Northampton County *Livable Landscapes* open space plans, including to coordinate the planning and development of greenway networks with transportation.

Measure 6: Implementing Intelligent Transportation Systems (ITS) technology to reduce congestion, support uniform traffic control standards and encourage trip planning technology applications for all modes of travel.

The Lehigh Valley Transportation Study is responsible for measuring, monitoring, and revising strategies to mitigate congestion and improve air quality, as outlined in *FutureLV*. Emerging technologies are being used in both the public and private sphere, for transportation and transit purposes, including within regional municipalities. The City of Allentown has an expanded traffic adaptive system, which regulates downtown traffic signals for congestion or emergencies. The further implementation of Intelligent Transportation Systems (ITS) within the region supports the expansion of technology to reduce travel demands, optimize traffic flow, and prepare for the next generation of jobs. This measure aligns with the intent of *FutureLV* to incorporate environmentally sensitive transportation technologies (of Policy 3.4), which will be imperative as the region’s population continues to grow.

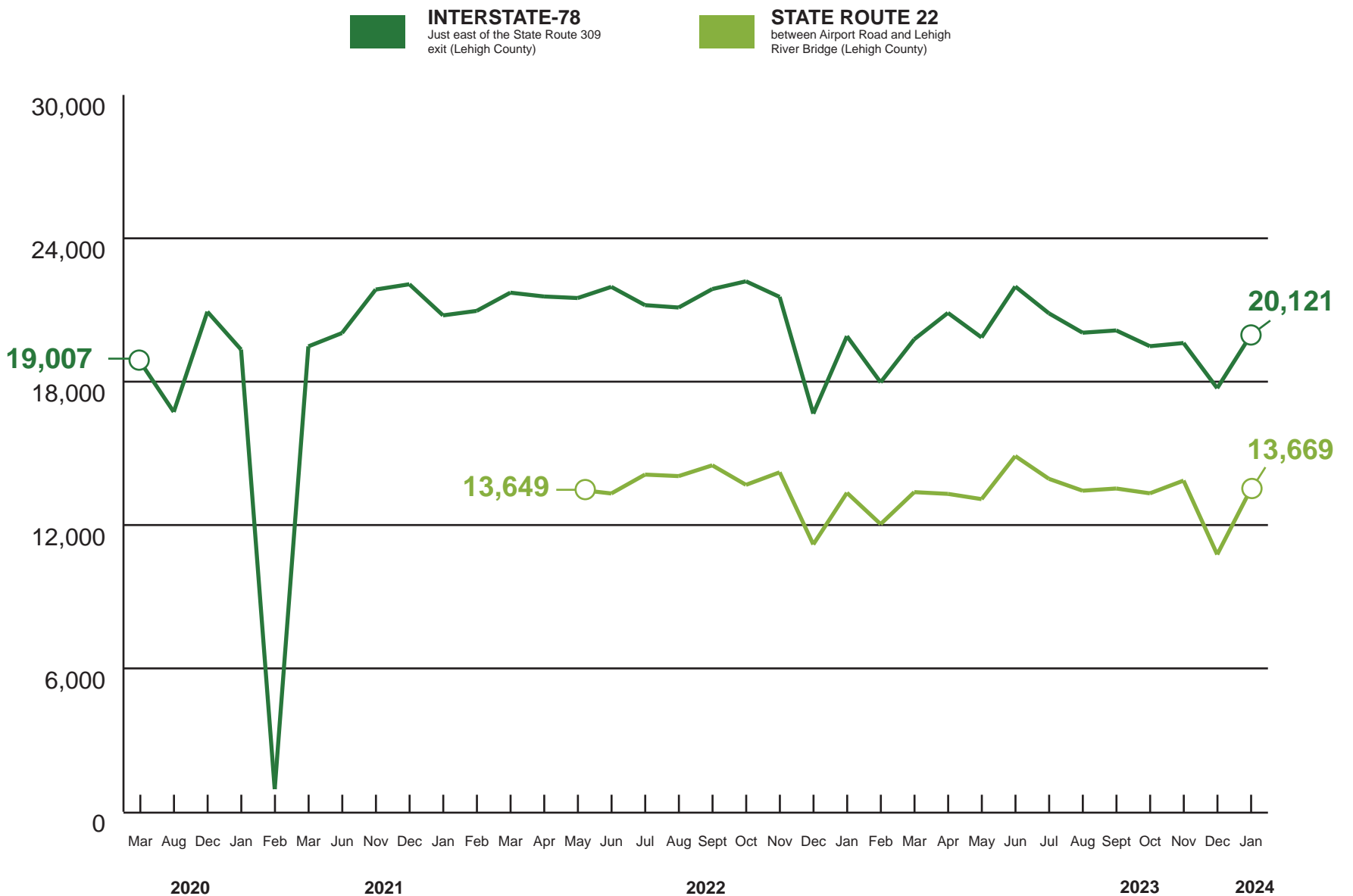
CONCLUSION

The draft LVPC Priority Climate Action Plan fulfills several goals and policies outlined in *FutureLV: The Regional Plan* as well as the *Walk/Roll-LV: Active Transportation Plan*, the *Livable Landscapes* open space plans for Lehigh and Northampton Counties, and LANTA plans and studies including *Moving LANTA Forward* and the *LANTA Enhanced BRT Strategy*. Within *FutureLV*, the LVPC is tasked with researching, writing and implementing specific plans and the development of the Priority Climate Action Plan fulfills this role.

TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC





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February 1, 2024

Michael P. Hanlon
435 West Hamilton Street
Allentown PA 18101
Michael.Hanlon@AllentownPA.gov

RE: **Street Vacation Petition
Type Street from 8th Street to its Immediate Western Terminus
City of Allentown, Lehigh County**

The Lehigh Valley Planning Commission (LVPC) will review the street vacation petition at its Transportation Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussions on agenda items primarily occur during the Committee meeting. Both meetings will be held virtually, please refer to the meeting details below to attend. The LVPC will issue a follow-up letter after the Commission meeting should there be any additional comments from the Commission.

- LVPC Transportation Planning Committee Meeting
 - February 22, 2024 at 5:30 PM
 - <https://lvpc.org/meetings.html>
- LVPC Full Commission Meeting
 - February 22, 2024 at 7:00 PM
 - <https://lvpc.org/meetings.htm>

Mr. Hanlon,

The City of Allentown submitted the proposed street vacation application on behalf of Mayor Matt Tuerk. The application requests the vacation of Type Street from 8th Street to its immediate western terminus at the building located at 812 Hamilton Street. This segment of Type Street runs along the west side of 8th Street, between Hamilton Street and Maple Street.

The proposed street vacation petition was reviewed for recommendations under Section 304 of the Pennsylvania Municipalities Planning Code, and for general consistency with the intent of FutureLV: The Regional Plan.

Type Street, at specified location is a dead-end street approximately one car width wide, with no through traffic. The application indicates that the street vacation is sought by the City of Allentown to facilitate a streetscape project that meets the requirements of the Americans with Disabilities Act at the 8th street crossing.

The petition was not co-signed by the abutting property owners currently utilizing the right of way. It is recommended that the petitioner secure agreement for the street vacation from all affected property owners, including those at 802, 804, 806, 808 and 812 W Hamilton Street.

The City should evaluate the impact on adjacent properties and their tenants. It is recommended that, if not already undertaken, outreach to each affected property be conducted to clarify ownership and the roles and responsibilities in the area if the petition is approved.

Vacating the rights-of-way could affect access to the rear of properties that use Type Street for refuse containers, as well as emergency access via fire escape infrastructure on the exterior of buildings above street level. It is strongly recommended that access to fire escape equipment be maintained at all times, in accordance with any recommendations from the City Fire Department and emergency services, as per *FutureLV Policies 2.2 and 5.1*.

Coordination with property owners and the city is advised to ensure awareness of Type Street's potential change. Responsibilities for utilities and drainage should be clearly defined, ensuring that all parties are informed during the review of the ordinance. It is recommended that utilities, whether above or below ground, remain accessible for maintenance or repair to sustain essential services, as outlined in *FutureLV: The Regional Plan Policy 5.4*.

The proposed vacation of Type Street is not expected to negatively impact current traffic circulation. Pedestrian access should remain as it is currently along 8th Street.

The LVPC values the City of Allentown's consideration of *FutureLV: The Regional Plan's* goals and policies in relation to the Type Street vacation petition.

Please feel free to reach out to me with any questions or concerns you may have regarding the LVPC review.



Brian Hite
Transportation Planner

Cc: Patrick Osei, LVPC, Director of Transportation Planning

Aerial view of the area surrounding Type Street, yellow box with blue is the area petitioned to have its rights-of-way vacated.



Image Courtesy of Google Earth

Streetview of Type Street looking west from 8th Street



Image Courtesy of Google Street View

Aerial image provided by the City of Allentown



Submitted with the Street Vacation Petition from the City of Allentown